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一月八號

三月八號

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SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling £15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROP. TORS. \$15,000,000

COURT OF DIRECTORS:
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MANAGER:
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LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd February, 1909. [10]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$7,322,322
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$7,322,322

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEEDLEY HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accpts Fixed Deposits at the following rates—

For 3 months, 4½ per cent. per annum.
6 " 4 " " "
3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,525,000

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INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of a per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " 4 " " "
3 " 3 " " "

WM. DICKSON,
Manager.

Hongkong, 18th March, 1909. [19]

NEDERLANDSCH HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,752,884.84
(about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Canton, Samarcang, Sourabaya, Cheribon, Tegal, Pocalongan, Pascoeroan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Malacca, Hainan, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 " do. 4½ " do.

Do. 3 " do. 3½ " do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July, 1908. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN, PEKIN, NEWGHWANG.

OSAKA, DALNY, PORT ARTHUR, ANTUNG.

LONDON, NEW YORK, LIOYANG.

SAN FRANCISCO, MUKDEN.

HONOLULU, TIE-LING.

BOMBAY, CHANG-CHUN.

HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of a per cent.

per Annum on the Daily Balance.

On fixed deposit—

For 12 months £X p.a.

" 6 " " " "

" 3 " " " "

TAKKO TAKAMICHI,
Manager.

Hongkong, 12th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP. Sh. TALES 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow

Kobe, Peking, Singapore, Tientsin

Tsinan, Tsinling, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

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the Staatsbank)

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Deutsche Bank

Bielefelder Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthaer & Co.

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M. A. von Rothschild & Soehne

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koenig

Bayerische Hypothekar und Wechselbank,

Muenchen.

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Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIREKTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

obtained on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [23]

THE SAVOY.

HIGH CLASS AMERICAN

STORE.

Regal Shoes £10.00 per pair

Monarch Shirts £1.25 each

Cluet Evening

Shirts From £3.75 up

Pajama Suits " "

Steamer Bags £13.95

THE SAVOY.

Hongkong, 16th February, 1909. [25]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar

at pupil's residence.

Evening engagements for Dances and

Concerts.

Apply to—

M. J. LOPEZ,

U/o Hongkong Telegraph Office.

Hongkong, 1st March, 1909. [25]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, NORE,	COLOMBO, PORT SAID	10th Mar.	Freight and Passage.
and MARSEILLES	Capt. G. Phillips.		
SHANGHAI, NAGASAKI, SUMATRA,	DELHI, MACKASSAR, MACEDONIA	About 12th Mar.	Freight and Passage.
MOJ, KOBE & YOKOHAMA	Capt. E. W. Bruce.		
SHANGHAI	DELHI	About 13th Mar.	Freight and Passage.
LONDON, &c., via usual Ports.	MACKASSAR, MACEDONIA	20th Mar.	See Special Advertisement.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 6th March, 19

Details.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO MAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZESS ALICE" "Capt. P. Grosch"	WEDNESDAY, 10th March, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" "Capt. F. v. Bömer"	ABOUT FRIDAY, 12th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" "Capt. Iseki"	THURSDAY, 25th March, 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th March, 1909.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONIAN	X.	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Laurelina	16th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th March, P.M.
MARSEILLES, VIA PORTS	NERA	Martin	30th March, at 1 P.M.

Transhipment on the Go's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27, 10 up to £71, 10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 2nd March, 1909.

19

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The steadiest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5:35 P.M. (Sundays excepted).

These superb steamers carry the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shammeen.

For further particulars, please apply to the COMPANY'S OFFICE at Shammeen, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, GENEVA, CALCUTTA, SHANGHAI,
John Street, Baldor Row, W.C. (2, Bentinck Street). 166, Nanking Road.

Newspaper, 1st March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 96 ft; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capitalists and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repairs work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A; B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1909.

THE "EMPEROR OF CHINA."

[Continued from page 5.]

look-out in the crow's-nest, and he did not see any lights after the ship struck, but if any thing was reported by the look-out it would be answered.

John L. Johnson, fourth officer, said he was on the bridge when the accident occurred. At 5 to there was a heavy squall, and afterwards the pilot ordered him to signal "standby" and shortly after he was told to ring "allowable" and blow his whistle. The chief officer then ordered him to go below and call the Captain. On the way witness met the quartermaster, and told him to call the Captain. While witness was returning to the bridge, the ship struck. It was about two minutes before the Captain was called. Two lights were sighted after five o'clock, about ten minutes before the ship struck; witness took them for junks, they were not shore-lights.

Captain Archibald, recalled, explained that he may have been mistaken in saying that it was the fourth officer who had gone below to call him. He agreed with the chief officer that Sir William Thompson's sounding-machine was not reliable to a fathom or so in shallow water, but it would perhaps have been better to have taken soundings with it. The course of S. 70° E. fine weather was a perfectly safe one, but perhaps, in consideration of the weather at the time, it was rather a fine one.

This closed the examination of witnesses, and after a prolonged sitting in private the finding of the Court was announced, of which the following is the substance—"That the stranding of the *Emperor of China* was due to too fine a course under the conditions of weather then prevailing—having been set from Motoyama buoy by the pilot in charge of the vessel, and no precautions having been taken by the pilot and chief officer to verify the position of the ship by taking soundings at or before five o'clock, a time when Himeshima light should have been in sight, which soundings would have shown that the ship was to the southward of her course, and in a dangerous position by the set. Under these circumstances, the Court finds that the master must be held free from all blame." Reference was also made in the judgment to the fact that after the accident every precaution was taken to ensure the safety of the passengers.The master, being a party to the proceedings, was ordered to pay the Court costs, amounting to £7 14s. 9d.—*Japan Chronicle*.

Intimations.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING
A Large and Fancy Assortment of
the Best FRENCH TOYS, DOLLS,
TOM SMITH'S CRACKERS,
GADSBURY'S CHOCOLATE,
PERNOT BISCUITS,
&c., &c., &c.Benger's Food is
mixed with fresh
new milk when
used, is dainty
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.Benger's Food is sold in line, by all
Chemists, etc., everywhere.BENGERS
FOOD

Dentistry

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1908.

Dr. M. H. OUAUN.

THE LATEST METHOD

of the

MERCIAN SYSTEM OF DENTISTRY.

11, QUEEN'S ROAD CENTRAL.

From the University of Technology.

Hongkong, 10th April, 1908.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.Known throughout the world and prescribed in all cases of
Anæmia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

BOBBI One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL Advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its

purity, and delicious preparation, to be taken on a lump of sugar.

COMPAGNIE GÉNÉRALE SAINT-RAPHAEL, Valence (Drôme, France).

VALDESTEIN-MAUGLEGODA & CO., Hongkong.

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Intimation.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR
MERCHANTS.

TOBACCO.

John Cotton's No. 1 & 2;
Craven Mixture; Ardath
Special Mixture; Black Cat;
Garrick Smoking Mixture.
Phillips' Finest Smoking Mix-
ture, "Non Fur" Tobacco
co., and other well-known
brands.

CIGARETTES.

Garrick Cigarettes; State Ex-
press; Quo Vadis; Craven
Mixture; Clarence Extra
Virginian; Knight Ban-
neret; Turkish; Martin's
"Non-throat"; Three Cas-
tles (Magnums).

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

MARRIAGE.

At "Louisville" Gas Works, on the 6th March, by the Rev. C. H. Hickling, Union Church, Hongkong, EDGAR WILLIAM TERRY, Gas Works, to MARY ANN MCNAUGHTON, eldest daughter of James McNaughton, Esq., Chemist, Port Glasgow, Scotland. [145]

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 8, 1909.

The Slave Traffic.

JAPANESE WOMEN SOLD TO
HONGKONG.

KIDNAPPING GANG ARRESTED.

A remarkable but not uncommon story has come to light in the arrest by the Kobe police, a day or two ago, of four kidnappers of women in the persons of Shibusawa Shuto, aged 31, Shigematsu Seikichi, 30, Ito Sokichi, 48, and Inouye Kunnosuke, 25, all of Kobe, reports the *Japan Chronicle* of 27th ult.

It is alleged that the first-named two, who had been jointly engaged in a hotel and forwarding business at Kitaagadori, 6-chome, Kobe, but which was not proving sufficiently lucrative, were seized with the idea of raising funds by kidnapping women and sending them abroad for questionable purposes. They confined their scheme to the other two men, who were carrying on a restaurant and lantern-manufacturing business respectively, the former at Kitagagadori, 3-chome, and the latter at Moto-machi, 5-chome. The four agreed together in their shameful enterprise, leaving being the capitalist. The gang started operations by engaging two girls, Higashi Haru, aged 20, of Nishimadura, Hyogo prefecture, and Hirose Tora, aged 19, of Takamatsu, Shikoku, ostensibly as waitresses for restaurants in Shikoku, at a handsome remuneration. On the night of September 6th last, the men enticed the two girls to a French mail steamer then in Kobe harbour, and took them to Hongkong, where they were disposed of to certain places of ill-fame, the gang netting Y350 for each girl. Satisfied with the success of their first venture, the gang secured two more girls (earlier in October) — Mochio Yaye, aged 20, of Kawachi district, and Yamada Mine, aged 18, of Ako district in circumstances as before, and sold them in Hongkong for Y450 each.

Their slave traffic seemed to be flourishing, but it was doomed owing to the action of one of the girls, Meiko Yaye, who, overwhelmed by the terrible position in which she found herself at Hongkong, succeeded in sending a letter to her parents at home informing them of the circumstances. The latter lost no time in communicating with the police, as a result of which the whole gang was arrested, as stated.

The men are still under examination at the police-station, while it is understood steps are being taken to rescue the unfortunate girls from the wretched fate which threatened them.

Hongkong University
Scheme.

SUB-COMMITTEE'S MEETING.

PROGRESS OF THE MOVEMENT.

Another step in the progressive movement towards the realisation of the scheme for the establishment of a university in Hongkong was taken yesterday when the Chinese members of the sub-committee met for the third time at the Tung Wa Hospital in pursuance of the duty imposed upon them by their ready acceptance of office on the appointment of His Excellency the Governor. The Hon. Dr. Ho Kai, who was supported by the Vice-Chairman, occupied the Chair.

Addressing the meeting, the Chairman said meetings of the General Committee were held on Friday and Saturday, when the seven resolutions adopted and passed by the sub-committee, and printed in the *Telegraph* of the 2nd inst., were taken into consideration. The sub-committee's resolutions were approved after slight amendments. The Governor had no time to write to him (the speaker) in reference thereto, but His Excellency had kindly caused to be transmitted to him copies of the minutes of proceedings at the second and third meetings of the General Committee. Officials of the Chinese Empire will be styled "Patrons" or "Sympathisers" with the Hongkong sub-committee. It is understood that the sub-committee will exercise discretion in the number of names submitted to the Governor for approval so that they may not be excessive. When subscriptions are received by the sub-committee, the monies will be invested in securities by the appointed Trustees and an annual statement of expenditure, properly audited, will be published. The proceeds of the Endowment Fund will be devoted to the general purposes of the University, engagement of teaching staff, equipment, and general maintenance. It will not be available for reduction of fees (except as in Regulation 4); but if it exceeds the initial requirements will be used for establishing more branches of instruction, viz., engaging a larger staff, and extending the accommodation for pupils.

Regulation 3.—The views of the Committee are already recorded under Regulation 2.

At the conclusion of the address thirty members from among the Sub-Committee were elected for the collection of subscriptions. The sub-committee then adjourned.

COMMITTEE'S DELIBERATIONS.

Following are minutes of the proceedings of the second meeting of the General Committee held at Government House on the 3rd inst. Present:—The Chairman (Sir Frederick Lugard), Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk, Hon. Mr. F. H. May, Hon. Mr. W. Chatham, Hon. Mr. E. A. Irving and Hon. Sir Paul Chater.

The Chairman informed the Committee that at a meeting of the Chinese sub-committee, on February 21st, the following business had been done:—

(a) It had been proposed that a treasurer should be elected. Approved.

(b) Co-operation of Messrs. Tsang Sek Chan, Ng Teng Kai, Le Tan Choi and F. Yuk Tong. Approved.

(c) It had been decided to print 10,000 copies of the Memo. and preface, and distribute.

(d) Appointment of 15 members as special committee to consider the best means of inviting and collecting subscriptions.

(e) Election of fifteen members as vice-chairmen and three hon. secretaries.

(f) It was inquired whether, if the full Endowment Fund required were not raised, the subscriptions would be returned or not. I had informed Dr. Ho Kai that they would be returned in such an event, viz., if the Endowment Fund fails to reach such a sum as, in the opinion of the Committee, will justify the commencement of the building, and satisfied the donor.

Several questions had been raised by members of the Sub-Committee and replied to by Dr. Ho Kai to the best of his ability. The Chairman proposed that these questions should now be discussed by the Committee, and an authoritative reply given to them.

(a) How far the Chinese donors to the Endowment Fund would be represented on the Governing Body of the University. The Governor expressed the view that for the successful working of a University on Western lines, including the engagement and control of the teaching staff, discipline and routine of scholars, method of examinations, fixing of vacations, etc., etc., as well as in order to command the confidence of British Universities, the Governing Body must necessarily be chiefly British and in the first instance should be nominated by the Governor, subsequent vacancies being filled by co-optation subject to the approval of the Governor. He saw no objection to a proviso that at least two members should be Chinese.

The Committee concurred.

(b) In reply to the question as to the value of degrees to be conferred, it was decided to reply as follows:—It is most certainly our object to make the degrees of equal value and as widely and fully recognised as those granted by English Universities. To achieve this the standard must be the same. The present College of Medicine, of course, does not attempt such a standard, hence its degrees are not recognised even here in Hongkong, as failing the holder to practise as a fully qualified medical practitioner. The requisite steps to ensure recognition will be a matter for inquiry from the Home Universities, and other bodies (e.g., the Medical Council, etc.).

(c) As to the scope of the University.—This depends upon the income. We propose to begin with two faculties, viz., medicine and applied science, including engineering; or perhaps, three. As further funds are raised we will establish more and more chairs.

(d) The amount of fees.—They will not exceed an aggregate maximum of three hundred dollars per annum, exclusive of board. Poor scholars can be provided for by means of scholarships.

The Chairman informed the Committee that at the second meeting of the sub-committee on February 21st, a treasurer had been elected, and the special committee referred to above had submitted a series of regulations. These the Committee proceeded to discuss:—

Regulation 1 was approved, it being understood with regard to E. and F. that, if the sub-committee desire to address any Chinese officials in China or elsewhere, they will first write to the Governor, who, if he has no objection, will himself first write to the British Minister or Consul, and inform him of the desire of the sub-committee to communicate with the officers in question on the matter of raising subscriptions. When this has been done, there is no objection to the sub-committee addressing the officials direct, informing them, at the same time that the Governor has already written to the Consul. If the Governor does not consider it advisable to write personally, the sub-committee should send their letter through the Secretariat. This does not preclude individual members of the sub-committee from writing privately to their personal friends, or to gentlemen who hold no official position.

Regulation 2.—The Committee saw no objection to making non-resident collectors of subscriptions honorary members of the sub-committee so long as it exists, provided that they are not officials of the Chinese Government.

Officials of the Chinese Empire will be styled "Patrons" or "Sympathisers" with the Hongkong sub-committee.

It is understood that the sub-committee will exercise discretion in the number of names submitted to the Governor for approval so that they may not be excessive. When subscriptions are received by the sub-committee, the monies will be invested in securities by the appointed Trustees and an annual statement of expenditure, properly audited, will be published. The proceeds of the Endowment Fund will be devoted to the general purposes of the University, engagement of teaching staff, equipment, and general maintenance. It will not be available for reduction of fees (except as in Regulation 4); but if it exceeds the initial requirements will be used for establishing more branches of instruction, viz., engaging a larger staff, and extending the accommodation for pupils.

The rest of the Chairman's address was practically an interpretation of the minutes of proceedings of the General Committee held on the 3rd and 6th inst., and which are printed in *extenso* below.

At the conclusion of the address thirty members from among the Sub-Committee were elected for the collection of subscriptions.

The sub-committee then adjourned.

VICEROY CHANG'S FRIENDLY SYMPATHY.

The third meeting of the General Committee was held on Saturday, the 6th inst. The minutes of proceedings have not yet been confirmed, but we have been very courteously accorded permission for their publication. There were present:—H. E. Sir Frederick Lugard (chairman), Rt. Rev. the Bishop of Victoria, Hon. Mr. F. H. May, Hon. Mr. W. Chatham, Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk, Hon. Sir Paul Chater, Hon. Mr. E. A. Irving, Hon. Mr. H. E. Pollock, K.C.

The minutes of the second meeting were read and approved.

The fourth clause of the Memo. of "Regulations," submitted by the sub-committee, was discussed and approved on condition that the number of scholars who are admitted without payment of fees is limited—at present at any rate—to 50. (Free board counts equally with free tuition, so that a scholar, who obtains both, counts as two out of the 50). The Committee reserve the question as to how the board of members referred to in 4 (1) shall be affixed for consideration when the plans of the building come up for discussion, as also the size and description of the pictures and busts referred to in 6. (Honorary life members of Council, like honorary members on all Councils, do not vote).

With reference to the names inscribed on the tablet, it is understood that when the buildings are erected (or if the tablet should have to be let into the wall before erection is completed, at such time) the list will be closed in order that the names may be inscribed in the order prescribed. The sub-committee will then be dissolved, and it will be matter for consideration what steps shall be taken for raising further funds for extending the scope of the university.

The Committee considered that if further questions are asked by members of the sub-committee or others, it would be advisable for the Chairman of the sub-committee to refer them to the Governor, for an authoritative reply, in order to avoid any misunderstanding, seeing that neither the Chairman of the sub-committee, nor the sub-committee as a whole, can pledge the Committee.

The decisions on all matters of importance, which are recorded by the Committee, will be referred for the covering approval of the Secretary of State when his approval of the project and the grant of the site has been received.

The Governor said that he proposed, in view of the very friendly letter received from the Viceroy at Canton, to invite His Excellency to be a Vice-Patron of the university, and the Committee concurred.

ONCE year's hard labour and twenty-four strokes of the birch was the sentence passed in the Police Court this morning on a coolie who was found guilty of snatching an ear-pick from a Chinese woman in Queen's Road West yesterday afternoon.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

J. D. Hutchison & Co. \$ 50

J. Walker 10

O. Palmer 10

A. Pallet 10

A. Bora 5

M. H. E. Billas 5

Dr. Chadwick New 5

L. Neildar 5

Brettell & Co. 5

SMUGGLING.

—Your petitioners further represent that there has been of late a large volume of morphine and cocaine smuggling, which, as it would seem, is the insufficiency of the preventive machinery provided by the Straits Settlements Legislature, the Government seems powerless to check it being found in practice extremely difficult to secure a conviction in a prosecution for smuggling. Both morphine and cocaine are very much more potent than opium and are increasingly used in substitution thereof, to the prejudice of the revenue obtainable by the Farm. Unless the

Singapore Opium Farm.

GOVERNMENT TAKES
POSSESSION.IMPORTANT CORRESPONDENCE ON
OPUM POLICY.

The matter of the Singapore Opium and Spirit Farms, and the arrears of payment due therefrom to the revenues of the Colony, has occupied the serious attention of the Government for some time past. The question reached a climax, yesterday afternoon, in the *Straits Times* of last, when shortly after two o'clock, Mr. Gibson, of the Chinese Protectorate, called at the Farm office in Cecil Street, and formally took charge of the business on behalf of the Government. It was known to ourselves that strong measures were in course of making, but it was obviously a matter on which it was not permissible to publish information in advance. Now that the action of Government has taken definite shape, we may say that the decision of the Government to appoint a receiver in the Farm business—in other words to enter into possession—was finally reached at a recent special meeting of the Executive Council, following on instructions framed by the Governor before he departed for Europe.

WHAT THE FARMER OWES.

Briefly, the position at the time of seizure by the Government, yesterday afternoon, was as follows:—The monopoly for the sale of opium and spirits, as let to the present Farmers, runs over a period of three years, concluding at the end of the present year. The monthly payment due from the Farm to the Government under the terms of the contract—for opium \$255,000, for liquors \$60,000, a total monthly sum of \$315,000. The Farm has not paid a balance on January last of \$133,000, and owes for the whole of February \$205,000, so that the total indebtedness to the Government is, in round figures, \$425,000.

The position taken by the Farmers is that certain matters have risen which it was impossible to foresee when the contract was entered into, and which operated prejudicially on their income—these matters they claim largely arise from the action of the Government, and one of the chief causes of the fall in receipts from opium is stated to be the recent prevention of the sale of the drug in Chinese brothels. This and other matters, are referred to detail in the appended petition which the Farmers placed before the Governor in November last. The crux of the question from the Farmers' point of view, is contained in this document, together with the reply of the Government declining to grant the remission prayed for or to relieve the Farmers of the obligations under their contract. These two letters are as follows:—

PATITION.

The Humble Petition of Khaw Joo Choo, Alexander William Cashio, Cheah Taow Kang and Choo Giang Thye of Singapore, Merchants.

Shweib.—

—That your petitioners are the Farmers of the Opium Farm for the Settlement of Singapore for the years 1907, 1908, and 1909, under written agreement dated the 31st day of December, 1906.

—That your petitioners are of the opinion that the Government should render them plenary assistance by preventing smuggling and illicit sale of morphine and cocaine. And finally they desire to urge that the political position of the "opium question" as it is called was altered and modified to the disadvantage of your petitioners by the action of Government in appointing the Commission referred to.

Your petitioners therefore pray

(1) That a substantial reduction in the rent commensurate with the falling off of their returns by reason of the matters above set forth may be accorded them; or alternatively, that the agreement be revised to postpone payment of arrears.

(2) That some reduction may be made in respect of the months of November and December of this year and that they may be relieved of their contract at the end of the present year.

And your petitioners will ever humbly pray

Signed at Singapore in the Colony of the Straits Settlements, the 2nd day of November, 1909.

GOVERNMENT'S REPLY.

Colonial Secretary's Office, Singapore, 5th November, 1909.

Gentlemen.—I am directed by the Governor to acknowledge receipt of your petition dated the 2nd instant, addressed to His Excellency, and praying that a substantial reduction in the rent of the Farm may be granted on the ground of the falling off of the receipts attributed by you to certain causes set forth in the petition viz.—

(a) stoppage of sale of opium in brothels; (b) inadequacy of the preventive machinery provided by law to check smuggling of morphine and cocaine.

(c) the appointment of a Commission to inquire into the facts regarding the use of opium in the Colony.

2. As regards (a), I am to point out that the Government is only carrying out the law as it was at the time the Farmers entered into this Contract.

3. As regards (b) the Government is taking every possible step to check the importation of morphine and cocaine. There has been no relaxation in the efforts of the Government in this direction since the Farm was taken up.

Telegrams

HONGKONG TELEGRAPH

SERVICE

SHOWING THE FLAG.

CRUISE OF THE SOUTHERN SEAS.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The Ministry of Agriculture, Commerce and Industry has charged Wong Tai-ching with the duty of making a cruise of the South Seas.

The cruisers *Hoi-yeo* and *Hoi-yung* have been despatched on the special mission.

POPPY CULTIVATION.

GRAIN IN SUBSTITUTION.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The High Commissioners for the Suppression of Opium have issued instructions to the Provincial authorities to the effect that, commencing next year, the land hitherto planted with poppy shall be devoted to the cultivation of cereals.

CHINA'S TERRITORIAL WATERS.

CHART TO BE DRAWN.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

Prince Su has directed that a chart be made of the territorial waters of China.

NAVAL REORGANIZATION.

APPROPRIATION OF FUNDS.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The Prince Regent is determined to set aside the money left by the late Empress Grand Dowager towards the naval reorganization scheme.

PETITION BOXES.

SPECIAL OFFICERS IN CHARGE.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

All the boxes put up by order of the Prince Regent for the reception of petitions, etc., are opened by special officers only, whose duty it is to submit to His Royal Highness documents having reference to affairs of State.

THE KIAOCHOW UNIVERSITY.

The *Shanghai Times* is informed that the building of the Kiaochow University will be completed by the end of April. Eight professors (German) have been engaged. Prof. Karberg of the Peking University is among them.

SHIPPING AND MAILS

MAILS DUE

German (*Prinz Ludwig*) 13th inst.Canadian (*Empress of Japan*) 17th inst.Indian (*Sutlej*) 19th inst.The s.s. *Craigvar* left Moji on 7th inst., for Hongkong.The s.s. *Zeno* left Manila on 6th inst., at 2 p.m., and is due here on 9th inst., at daylight.The H. A. L.'s s.s. *Ambra* left Singapore on 6th inst., p.m., and may be expected here on 13th inst., a.m.The Java-China-Japan Line's s.s. *Tibedas* left Kobe for this port on 7th inst., and may be expected here on 13th inst.The P. & O. S. N. Co.'s s.s. *Sumatra*, left Singapore for this port on 6th inst., at 11 a.m., and is due here on 13th inst., at 10 p.m.The P. M. S. S. Co.'s s.s. *Asia* arrived at Manila on 5th inst., between 4 and 6 p.m., and is due to sail from this port on 9th inst., between 4 and 6 p.m.The P. M. S. Co.'s s.s. *Mongolia* will sail from the port on 13th inst., and is due to arrive at this port via Kobe, Nagasaki and Shanghai on 16th inst.The C. P. R. Co.'s s.s. *Montezuma* arrived at Nagasaki at 9.30 a.m., on 7th inst., and left again at 5.30 p.m., same day, for Kobe, where she is due to arrive at 6 a.m. on 9th inst.

Our report of the Canton Regatta is unavoidably held over until to-morrow.

The Colonial Secretary informs us that Hongkong has been declared an infected port by the Government of Netherlands-India.

The French and English mails of the 3rd and 6th February were delivered in London on the 6th inst.

KUOHO KWAI LUNHO, alias Yung Pak Shan, formerly chief of the Hongkong and Shanghai Customs, was charged with embezzling \$1,747.71.

The property of the name he pleaded not guilty and the case was remanded.

UNION WATERBOAT CO., LTD.

ANNUAL MEETING.

The fourth annual general meeting of shareholders in the Union Waterboat Co., Ltd., was held at the offices of Messrs. Dodwell & Company, Limited, this afternoon, for the purpose of receiving the report of the general manager, together with a statement of accounts for the year ending 31st December, 1908. Mr. Edgar G. Barrett presided. There were also present:—Messrs. J. W. C. Bonnar, H. J. Van den Bosch, Duncan Clark, R. Shawan (consulting committee), and R. Coughtrie (secretary).

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen, I presume I can dispense with the formality of reading over the report and accounts. There have been no additions to our fleet during the year and I am glad to say we have had no losses; one of our boats, however, was sunk in shallow water during the typhoon of last July but was successfully raised and reconditioned at a cost of \$1,400. The boats have all been kept in thorough repair and the expenses debited direct to Working Account. Our Marine Surveyor reports that all our twelve boats are in first class condition. From the accounts you will notice there is a profit on the year's trading of a little more than \$35,000, being \$6,000 more than the previous year and the amount available for distribution is \$19,971.31, out of which sum it is proposed to pay a dividend of 6% absorbing \$16,633.50, write off the value of the water-boats \$13,165 and carry forward to next account \$17,51 which I trust will meet with the approval of the shareholders. At this last meeting our Chairman said the Company would endeavour to create an Insurance Fund to cover the risk on the uninsured boats, but we are not at present in a position to do so. We propose, however, to write a substantial sum off the value of the boats, some of which are getting rather ancient, and this will answer the same purpose as creating an Insurance Fund. I am half afraid, gentlemen, to mention trade depression. I think this has been referred to in nearly every report presented to the public during the last two years; however, I hope when the shipping trade does improve, and if we do not suffer severely from typhoons, we shall be able to pay you increased dividends in future. I now beg to move that the report and accounts be received, approved and adopted. After this resolution has been seconded I shall be pleased to reply to any questions shareholders may wish to ask.

There were no questions.

The Chairman proposed, and Mr. Auld seconded, the adoption of the report and accounts. Carried unanimously.

On the motion of Mr. Auld, seconded by Mr. Morton Smith, the appointments of Messrs. H. J. Van den Bosch and J. W. C. Bonnar to the Consulting Committee were confirmed.

The Chairman—That completes the business, gentlemen. Dividend warrants can be had on application.

CANTON DAY BY DAY.

THE NEW BUND.

[From Our Own Correspondent.]

Canton, 6th March.

The bunding officials are now inviting tenders for the construction of the bund along the bank of the island of Honam. It is reported that if a contractor is secured, the work of construction of the bund will be commenced at the beginning of the 4th month.

ARMED ROBBER EXECUTED.

Cha Choi Tsui, the prisoner who was extradited to Canton from Hongkong and was tried before the Nambo magistrate a week ago, when the British Consul was present to witness the proceedings, was yesterday taken to the execution ground and beheaded for armed robbery.

CANTON-HANKOW RAILWAY.

The newly-organized Canton Railway Shareholders' Union by a party of shareholders of the Canton-Hankow Railway Company, has called a meeting to take place on the 20th day of this month (the 11th instant) to discuss matters relating to the present Board of Directors of the Company.

A CARLESS COOLIE.

CHINESE WOMAN MEETS HER DEATH.

A Chinese woman's life was the price of the carelessness of a coolie engaged at some earth-work operations at Tai O. It appears that Cheung Hing, a coolie foreman, was attending to some earth-work which was being conducted at Nam Ong in San Tin Island. The man, undermined the hillside to such an extent, that the hill projected in a dangerous manner, the serious consequences of which the ignorant Celestial failed to realize. It is alleged that he allowed certain people to work under the projection, as a result of which a Chinese woman met her death, as before stated. A huge rock weighing about a ton was dislodged from the hillside, and before the unfortunate woman could realize her dangerous situation, the rock descended on her body and instantly killed her.

By the Court.—The only remark the pilot made, was that it must be Himeshima. There was no discussion as to the cause of the accident. The chief officer had forgotten to put his signature to the entry in the log. It was understood that the officers could take a cast of the lead at any time whenever in doubt, without consulting the master. For seventeen years witness had been up and down the Island Sea, and it was always his practice to turn in after passing Himeshima in normal weather. He had never noticed any particular set-down at this place, but he had heard of such currents. The glass on the 18th was about 20.05, about a normal glass. There was no indication of unusual weather ahead. Witness thought that according to the general orders the officer on watch should have called him when the weather set had, and before the ship struck. If he had been on deck he would probably have noticed the ship. No cast of the lead was taken, and

The "Empress of China."

GROUNDING IN THE INLAND SEA.

NAVAL COURT OF INQUIRY.

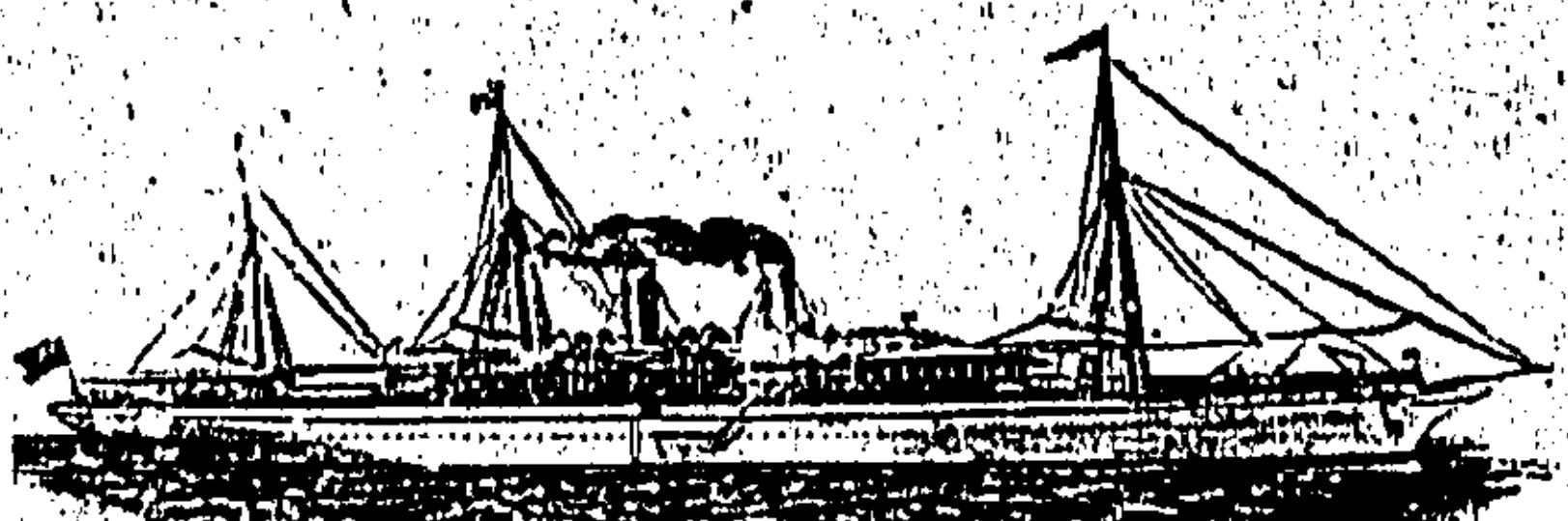
At the British Consulate-General, Kobe, on 25th ult., a Naval Court of Inquiry was held concerning the recent stranding of the C. P. R. *Empress of China* in the Island Sea, while on her way from Nagasaki to Kobe. Mr. Henry Bonar, British Consul-General, presided, Mr. St. John George, master of the *Adelaide*, and Mr. C. J. Bolton, master of the *Erica*, sitting as assessors.

Capt. R. Archibald, sworn, stated that he had been master of the mail steamship *Empress of China*, for about sixteen years. On the way to Vancouver from Nagasaki, via Kobe and Yokohama, the vessel left Nagasaki at 4 p.m. on the 18th, in charge of Capt. Stevenson, an Island Sea licensed pilot. The weather was fine, but overcast, and with an easterly wind. The usual points were passed safely, and at about 8.30 p.m. the ship arrived abreast of Ues Rock. Witness then came on deck to relieve the pilot, who had been on deck practically all the time, but he (the master) then took charge of the ship. The weather was becoming rainy and misty, but lights could be seen at the usual distances; there was a strong breeze. At 12.30 a.m. on the 19th, approaching the vicinity of Round Rock, the pilot was called. They could not make out the rock, it being too dark, but made out *Ues* rock, the fishing beacon inside was seen. The pilot then altered the course and made the light at the entrance to Shimonoseki Strait. The weather had then cleared, the rain left off, and a moderate gale made everything clear. Witness told the pilot he had better go half-speed through the Straits; they had no difficulty in getting through, there being no traffic. When past the Esaki Light, about 2.40 a.m., the pilot set the course to Motoyama buoy, practically through open sea. Witness went below about 3 a.m., after having been on duty for practically thirty hours, leaving the pilot, second and third officers on the bridge. The latter were relieved at 4 a.m. by the chief and fourth officers. Witness gave orders to go half-speed because the weather was thick, but when he left the bridge, at about 3 a.m., the weather was clear. After he went below the weather must have changed considerably. The pilot had the right to alter the speed of the ship without consulting the Captain, but if such alteration was made owing to bad weather, witness considered the Captain should be called, and he supposed he was called, but too late. He was out of bed before anybody called him. Asked as to the actual cause of the accident, witness said there could only be two causes, first, an abnormal set, and second, that the compass error was not as it had been for many years. There had been no opportunity to test the error of the compass since the accident, but witness proposed to do so when he left port. There was a rule that the Captain should be called when the officer on watch was doubtful as to the safe position of the ship. The officer should at once alter the course in accordance with his judgment and call the Captain immediately.

Witness awakened by feeling a severe shock; he did not know the time, but found afterwards it was 5.30 a.m. At first he thought the shock was caused by a collision, but then he felt another shock, and knew the ship was ashore. He immediately got up, and while dressing the fourth officer came to his cabin and told him the ship was ashore, to which witness replied that he knew. On going up on deck it was very dark, nothing could be seen. It was raining hard, there was a moderate gale of wind, and no light to be seen. He said to the pilot that they were on Himeshima and the pilot said that was the only place they could be on. The water-tight doors were not closed; witness at once gave orders to do so, swung out all boats, and then told the pilot the engines had better be stopped. The engines were going full speed astern on a rising tide. Witness then ordered that the ship be sounded fore and aft. The vessel was hard and fast, and he knew the ship would be safest by stopping the engines. High water was about 8.30 a.m. The carpenter reported that the ship was not making much water, the engines were kept going "slow astern." Soundings were taken all round the ship 34 fathoms at the stern, 4 fathoms about the bridge, increasing to 72 over the stern. The ship was held up on a sort of shelf about the bridge. This shelf was not rock, but hard shingle and pebbles. Witness called the chief engineer, and knowing that there was deep water astern, witness gave orders for the aft tanks to be filled, and the forward ballast tanks pumped out, in order to tip the ship. The engines were going slow astern all the time from about six till eight; witness ordered all possible steam by eight o'clock at about high tide, when both engines went full speed astern, and at 8.20 the ship backed off into deep water. When in a safe position clear of the island the Captain had the engines stopped. The engines passed after leaving Motoyama were on the starboard side, going the opposite way. After passing through the Straits the Captain remarked in a casual way that it would not be necessary to anchor then, and the ship was then put full speed. Witness remained on the bridge at the open part of the sea because the Captain had been up all night and wanted to go below. When altering speed in thick weather or in case of any danger he would call the Captain. The compass course was the same—4 degrees W. error. In some of the C. P. R. boats witness was not on deck after passing Motoyama buoy until Tsurushima. Witness never ran through the red sector of Esaki light. The vessels passed after leaving Motoyama were on the starboard side, going the opposite way. After passing through the Straits the Captain remarked in a casual way that it would not be necessary to anchor then, and the ship was then put full speed. Witness remained on the bridge at the open part of the sea because the Captain had been up all night and wanted to go below. 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Shipping—Steamers.

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Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
12 Days YOKOHAMA to VICTORIA. 21 Days HONGKONG to VICTORIA.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VICTORIA
"EMPEROR OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPEROR OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA"	6,000	SATURDAY, May 1st	May 21st
"MONTEAGLE"	6,163	TUESDAY, May 11th	June 4th
"EMPEROR OF INDIA"	6,000	SATURDAY, May 22nd	June 12th
"EMPEROR OF JAPAN"	6,000	SATURDAY, June 12th	July 3rd

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VICTORIA with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £7.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.... £43. " " " £45.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	YATSHING	TUESDAY, 9th Mar., Noon.
SHANGHAI	WAISHING	WED'DAY, 10th Mar., Noon.
SGAPORE, PENANG & CALCUTTA	KUMSANG	WED'DAY, 10th Mar., 4 P.M.
MANILA	YUENSANG	FRIDAY, 12th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	TUESDAY, 23rd Mar., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kuksang*, *Nameang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Stammers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 61.
Hongkong, 8th March, 1900.

[6]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	9th Mar., 3 P.M.
SHANGHAI	"CHINEWA"	11th " 4 P.M.
TIENTSIN	"KWEIYHOW"	12th " 4 P.M.
HAIPHONG	"HOPEH"	13th " 10 A.M.
SHANGHAI	"CHENAN"	14th " Daylight
MANILA	"TAMING"	16th " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	8th April, 4 P.M.
AUSTRALIAN PORTS		
DIRECT SAILINGS TO WEST RIVER		Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

SCHEDULE STEAMERS leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.
Hongkong, 8th March, 1900.

[8]

HONGKONG—MANILA

High Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
ZAFIRO	8540	R. Rodger	MANILA	SATURDAY, 13th Mar., at Noon.
RUBI	8540	R. W. Almond	"	SATURDAY, 20th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.
GENERAL MANAGERS.

HONGKONG, 10th Mar., 1900.

[9]

Shipping—Steamers.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ARATOON APAR."

Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 12th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASOON & CO., LIMITED, Agents.

Hongkong, 3rd March, 1900. [230]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUERZ CANAL,

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK:

S.S. "GHAZEE" About 12th March.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 5th March, 1900. [231]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA,

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing Date

Steamer	Tons	Captain.	Sailing Date
Gymnico	4,002	J. C. A. Hall	1900
Kumarto	6,232	F. S. Cowley	18th Mar.
Inverie	4,769	R. J. Howie	8th April
Burris	6,232	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 3rd March, 1900. [232]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA
(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY OVERLAND cargo taken for ALL CANADIAN and UNITED STATES POINTS.

THE Steamship

"S.S. "AMIRAL HAMELIN,"

Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 4th March, 1900. [233]

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 16th March.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd February, 1900. [234]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. R. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.35 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN-ON-SI GO, LTD., and

SHIU-ON-SI GO, LTD.,

No. 8, Queen's Road West, Kowloon, H.K.

Telephone, 10th March, 1900.

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For Freight or Passage, apply to

SHEWAN TOME'S & CO., GENERAL MANAGERS.

HONGKONG, 10th Mar., 1900.

[9]

Shipping—Steamer.

TWO TOUGH TASKS.

THE "KALOMO" AND THE "DJAMBI."

PROGRESS OF SALVAGE OPERATIONS.

The Tanjong Pagar Dock Board is grappling manfully with two very difficult tasks at one and the same time. Both may be said to be of equal magnitude, though the circumstances differ greatly. Away at Pasir Panjang, wholly submerged (with the exception of funnel and masts) lies the oil steamer *Kalomo* which caught fire and was sunk on Dec. 16th last. For a full two months the salvage department of the T. P. D. B. has been engaged in operations which it is intended will culminate in the lifting of the vessel from her sandy ocean bed to the surface. Cofferdams have been constructed round the hatchways and every arrangement made with a view to pumping out the vessel, so as to facilitate the task of raising her. The *Singapore Free Press* of 25th ult. says:—To the ordinary observer it would appear that the *Kalomo*, with the whole of her heavy bulk below water, must present insuperable difficulties in the way of salvage; but with expert knowledge and the use of up-to-date scientific apparatus, there is little doubt that the work will be satisfactorily carried out. At present the sight of the funnel and masts only above water is indeed a forlorn one. The salvage work is being carried out under the supervision of Mr. Macfarlane, Surveyor to *Lloyd's* Agency. Given favourable weather, and subject to the state of the tides, it is expected that the *Kalomo* will be raised within a couple of three weeks. A leading official of the Tanjong Pagar Dock Board, who was interviewed by a *Free Press* representative, declared that there was "every reasonable prospect of success" in the work of salvage.

WORK ON THE "DJAMBI."

Five minutes of "ruinous riot" by the sharp-prowed French mail steamer *Polyphemus* on Jan. 11th last provided what afterwards looked like five months' hard work for the Tanjong Pagar Salvage Department. The Dutch steamer *Djambi*, which was cut into and sunk close to the wharf on the date named, lies still in the position in which she sank immediately after the collision, though her immediate surroundings, after the work that has been carried out, present now a very different appearance. The smashed-up portion of the wharf, which had to be removed before any practical attempt could be made to raise the *Djambi*, has now been cut away, and the vessel lies with a clear space almost entirely round her. The heavy piles, stuck deep in the bed of the channel, have had to be pulled out by main force. For this purpose steel-wire ropes have been used; the hauling apparatus being a windlass worked by coolies. Assistance in fixing the ropes to the piles is given by native divers. The piles, worn, eaten and covered with barnacles, are laid on the vacant land close to the wharf. Near by are such portions of the fittings of the *Djambi* as could be removed with ease. It is difficult to estimate how soon the work of salvage can be completed, but rapid progress is being made. It is intended to raise the *Djambi* by the process known as "slipping," and when this has been accomplished the vessel will be towed to a convenient site, for overhaul, probably the East Lagoon.

COMMERCIAL.

10-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 8 11/16
Do. demand 1/24
Do. 4 months' sight 1 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 42
Germany—Bank T.T. 1 1/2
India T.T. 130
Do. demand 130
Shanghai—Bank T.T. 74
Singapore—Bank T.T. per H.K. 100 74
Japan—Bank T.T. 84
Java—Bank I.T. 14

Buying.

4 months' sight L/C. 1 9
6 months' sight L/C. 1/10
3 1/2 days' sight San Francisco & New York. 12
4 months' sight do. 44
50 days' sight Sydney & Melbourne 19
4 months' sight France. 2 22
6 months' sight do. 2 24
4 months' sight Germany. 1 81
Bar Silver. 23
Bank of England rate 3 %
Sovereign 11 42

Shipping.

Arrivals.
Prince Waldemar, Ger. a.s. 3,250, P. Iseke, 6th Mar.—Sydney 9th Feb., and Manila 4th Mar., Gen.—M. & Co.
Nanshan, Br. a.s. 1,219, A. Jones, 6th Mar.—Bangkok 5th Mar., Gen.—B. & Co.
Tosa Maru, Jap. a.s. 3,610, T. Ota, 7th Mar.—Seattle via Victoria, Yokohama, Kobe, Meli, and Shanghai 14th Mar., Coal, Lead, Salt, Herring, Cotton-Yarn and Gen.—N. Y. K.
Marie Jacobin, Ger. a.s. 1,772, Pedersen, 7th Mar., Saigon 2nd Mar., Rice—J. & Co.
Haching, Br. a.s. 1,207, W. C. Passmore, 7th Mar.—Foochow 4th Mar., Amoy 5th Mar., Swatow 6th Mar., Gen.—D. L. & Co.
Lockton, Ger. a.s. 1,020, W. Taber, 7th Mar.—Bangkok 26th Feb., Rice—B. & S.
Chrysanth, Br. a.s. 1,424, A. E. Sandbach, 7th Mar.—Shanghai via Swatow, 2nd Mar., Gen.—M. & Co.
Chihuan, Br. a.s. 1,349, A. Harris, 7th Mar.—Shanghai 4th Mar., Gen.—B. & S.
Tjiliwong, Dut. a.s. 3,067, N. van Wijch Jurriane, 7th Mar.—Macassar 5th Feb., and Batavia 6th Feb., Sugar—J. C. J. L.
Clara Jansen, Ger. a.s. 1,102, J. Barendsen, 7th Mar.—Haiphong 5th Mar., and Hoihow 5th Mar.—Rice—J. & Co.
Empire, Br. a.s. 2,043, P. T. Helms, 8th Mar.—Melbourne 3rd Feb., Sydney 5th, Bris-
bane 16th, Townsville 18th, Cairns 19th, Thursday Island 21st, Port Darwin 23rd, and Manila 26th Mar., Gen.—D. S. & Co. (London)

Daly, Maru, Jap. a.s. 3,036, K. Kabayashi, 8th Mar.—Wakamatsu 3rd Mar., Coal—M. B. K.
Hilary, Ger. a.s. 1,750, Hatje, 8th Mar.—Sourabaya 19th Feb., Sugar—S. W. & Co.
Westphalia, Ger. a.s. 1,976, Hanse, 8th Mar.—Shanghai 4th Mar., Gen.—H. A. L.

Clearances at the Harbour Office.

The Tanjong Pagar Dock Board is grappling manfully with two very difficult tasks at one and the same time. Both may be said to be of equal magnitude, though the circumstances differ greatly. Away at Pasir Panjang, wholly submerged (with the exception of funnel and masts) lies the oil steamer *Kalomo* which caught fire and was sunk on Dec. 16th last. For a full two months the salvage department of the T. P. D. B. has been engaged in operations which it is intended will culminate in the lifting of the vessel from her sandy ocean bed to the surface. Cofferdams have been constructed round the hatchways and every arrangement made with a view to pumping out the vessel, so as to facilitate the task of raising her. The *Singapore Free Press* of 25th ult. says:—To the ordinary observer it would appear that the *Kalomo*, with the whole of her heavy bulk below water, must present insuperable difficulties in the way of salvage; but with expert knowledge and the use of up-to-date scientific apparatus, there is little doubt that the work will be satisfactorily carried out. At present the sight of the funnel and masts only above water is indeed a forlorn one. The salvage work is being carried out under the supervision of Mr. Macfarlane, Surveyor to *Lloyd's* Agency. Given favourable weather, and subject to the state of the tides, it is expected that the *Kalomo* will be raised within a couple of three weeks. A leading official of the Tanjong Pagar Dock Board, who was interviewed by a *Free Press* representative, declared that there was "every reasonable prospect of success" in the work of salvage.

Departures

Mar. 7.

Shantung, for Swatow.

Wingtung, for Swatow.

Daffi Maru, for Swatow.

Hamim, for Swatow.

Amoy, for Shanghai.

Prince Waldemar, for Japan.

Mar. 8.

Sungklang, for Amoy.

Chiyang, for Shanghai.

Chihua, for Canton.

Kamtsing, for Canton.

Kamtsing, for Shanghai.

Chihua, for Canton.

Passengers arrived.

Per Chiyang, from Shanghai, &c.—Mrs. Guedes, Mrs. Stapleton, and Mr. Pughner.

Per Tosa Maru, from Seattle, &c.—Messrs. R. G. Byers, C. B. Birrell, A. Harmon, Miss B. Lyton, Messrs. F. B. Banda, A. R. Jones, D. Zekel, Cochi, A. Rossi, and F. A. King.

Per Hatching, from Coast Ports—Miss Weiland, Messrs. Thompson, A. Thompson, Maj. Evans, Mr. and Mrs. Oswald, and family, Miss Towner, Baroo and Von Ruffin, and 145 Chinese.

Per Arras, Apcar, from Calcutta, &c.—Capt. G. G. Corrie, Mr. C. D. H. Dunlop, Miss Price, Mr. Prichard, Mr. and Mrs. Hamilton, Mr. and Mrs. Ebbek, Mrs. Sobrino, Mr. S. J. Judah, and 1 child, and 959 Chinese.

Per Prince Waldemar, for Hongkong from Sydney—Mr. and Mrs. Mallard, Mr. A. Hand, and Mrs. Mond. From Simpanghae—Mr. and Mrs. Bolamiski, Mr. Klick, and Mr. and Mrs. Mrs. Assessor Full. From Fr. Wilhelmshafen—Messrs. Streski, Otto Schermer and Peter C. van der Hemel. From Yap—Messrs. Binkela and Wandres. From Manila—Mr. and Mrs. A. S. Sauer, Mr. and Mrs. J. G. Teall, H. P. Snyder, Mr. Ed. Weber, Mr. and Mrs. Edsiper Orozco, Messrs. Jose Orozco, George Welburn and Charles G. Benson. For Hongkong from Yokohama—Mrs. and Miss Rintoul, Major J. J. Lindtner, and Mr. and Mrs. C. R. E. Bell.

Per Empire, from Australian Ports for Hongkong—Messrs. W. Paton, A. Wilson, B. Wilkinson, Mrs. Neidhardt, Messrs. A. Larard, N. Davies, Hon. J. Lewis, Misses J. Lewis (2), Messrs. Taito, F. Leitas, B. Caruso, Mr. and Mrs. B. Mathews, Messrs. F. D. Mo, A. Bainbridge, Master A. Andrade, Capt. Fells, Mr. W. Sullivan, Mr. and Mrs. J. Dobson, Capt. Dunder, W. Diewery, G. Mooser, Paymaster R. Schumand, Pay Clerk Lombard, Dr. H. Muller, Comdr. M. Johnston, and Mr. F. F. Phillips. For Shanghai—Miss G. Rea, Masters W. H. Rea, Miss C. Ross, Mrs. G. Crozier, Miss L. Maunquin, Messrs. J. Thorpe, H. Schaefer, Mr. and Mrs. H. Lingwood, Messrs. W. H. Clarke and Battenham, For Japan—Mr. P. Nutter, Misses Gebhardt, Faithful, Mr. T. Okabe, Mr. and Mrs. Warren, Mr. M. Mackellar, Misses C. M. and J. Perks, Phillips, Cowlishaw, and 210 in other classes.

Passengers departed.

Per Ruby, for Manila—Major S. S. Jordan, Messrs. T. M. Hassell, S. Millet Vell, S. Marfey, W. Denier, R. Ramos, Miss G. Marquez, Messrs. T. Haney, A. C. Gunster, J. Prague, Mr. and Mrs. T. Tonnington, Messrs. F. Crabtree, G. C. Peel, C. S. Brown, J. Hamilton Lewis, A. J. Armitage, H. Gourdon, H. T. Tow, T. Adams, Miss T. Hiro, Messrs. W. G. Martin, C. W. Rostenock, and Mrs. Go See.

Shipping Reports.

Str. *Mirrion Apcar*, from Calcutta and Straits.—Fine weather from port to port.Str. *Chiyang*, from Shanghai and Swatow.—Strong to fresh N.E. winds, fine, cloudy weather throughout.Str. *Empire*, from Sydney, &c.—Light Ely winds and fine weather was experienced on the Australian Coast to Cairns; from there to Manila variable winds and dull showery weather prevailed after leaving Manila light N.W. winds and seas were met with across the China Sea.

VESSELS IN PORT.

STEAMERS.

Aldenham, Br. a.s. 3,608, St. John George, 3rd Mar.—Yokohama 2nd Feb., and Kobe 28th Feb., Gen.—L. & Co.

Alesia, Ger. a.s. 3,376, J. Ernst, 1st Mar.—Portland, Or. 28th Jan., and Moji 23th Feb., Flour—P. & A. S. S. Co.

Ariake Maru, Jap. a.s. 2,183, T. Ota, 3th Mar.—Moli 28th Feb., Coal—M. B. K.

Asia, Rus. a.s. 1,000, Auseen 5th Mar.—Swatow 4th Mar., Ballast—M. & Co.

Baron Delmeny, Br. a.s. 2,002, Hey, 26th Feb.—Cardiff 9th Jan., Ballast—Br. Government.

Bojion Maru, Jap. a.s. 1,704, P. Fuseno, 3th Mar.—Shanghai 26th Feb., and Swatow 4th Feb., Gen.—O. S. K.

Chiyo Maru, Jap. a.s. 1,416, W. W. Greene, 26th Feb.—San Francisco 30th Jan., and Shanghai 25th Feb., Gen.—T. K. K.

Choosing, Ger. a.s. 1,020, J. V. Brub, 5th Mar.—Bangkok 26th Feb., Rice and Salt—Timber—B. & S.

Tosa Maru, Jap. a.s. 3,610, T. Ota, 7th Mar.—Seattle via Victoria, Yokohama, Kobe, Meli, and Shanghai 14th Mar., Coal, Lead, Salt, Herring, Cotton-Yarn and Gen.—N. Y. K.

Marie Jacobin, Ger. a.s. 1,772, Pedersen, 7th Mar., Saigon 2nd Mar., Rice—J. & Co.

Haching, Br. a.s. 1,207, W. C. Passmore, 7th Mar.—Foochow 4th Mar., Rice and Salt—Yuen Fat Hong.

Heliophilus, Br. a.s. 1,967, Martin, 5th Mar.—Chin-wang-ka 28th Feb., Ballast—G. L. & Co.

Hopsang, Br. a.s. 1,424, A. E. Sandbach, 7th Mar.—Shanghai via Swatow, 2nd Mar., Gen.—B. & S.

Chrysanth, Br. a.s. 1,349, A. Harris, 7th Mar.—Shanghai 4th Mar., Gen.—B. & S.

Tjiliwong, Dut. a.s. 3,067, N. van Wijch Jurriane, 7th Mar.—Macassar 5th Feb., and Batavia 6th Feb., Sugar—J. C. J. L.

Clara Jansen, Ger. a.s. 1,102, J. Barendsen, 7th Mar.—Haiphong 5th Mar., and Hoihow 5th Mar.—Rice—J. & Co.

Empire, Br. a.s. 2,043, P. T. Helms, 8th Mar.—Melbourne 3rd Feb., Sydney 5th, Bris-

bane 16th, Townsville 18th, Cairns 19th, Thursday Island 21st, Port Darwin 23rd, and Manila 26th Mar., Gen.—D. S. & Co. (London)

Arrivals.

Prince Waldemar, for Kobe—M. B. K.

Tosa Maru, for Amoy.

Hilary, Ger. a.s. 1,750, Hatje, 8th Mar.—Nanhai, B.C. via Moji 5th Mar., Salt and Herring—J. M. & Co.

Tientsin, Br. a.s. 1,227, G. W. Eddy, 5th Feb.—Sourabaya 21st Jan., and Samarang and Feb., Sugar—B. & S.

Tonawanda, Br. a.s. 1,482, G. F. Trigg, 6th Mar.—San Francisco 27th Jan., and Moji 28th Feb., Petroleum—S. O. Co.

Tsinhai, Ger. a.s. 1,002, Fr. Bücking, 28th Feb.—Bangkok via Swatow 18th Feb., Rice—B. & S.

Venus, Am. a.s. 668, G. Bentler, 26th Feb.—Mallia 24th Feb., Ballast—Jorge & Co.

Yoshima Maru, Jap. a.s. 2,350, Nakamawa, 3rd Mar.—Moli 25th Feb., Coal—Ataka & Co.

Zembla, Ger. a.s. 1,000, G. Bentler, 26th Feb.—Rice—B. & S.

Zembla, Ger. a.s. 1,000, G. Bentler, 26th Feb.—Rice—B. & S.

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Zembla, Ger. a.s. 1,000, G. Bentler, 26th Feb.—Rice—B. & S

Intimations.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$1,500,000	\$2,006.234	Final of 5¢ and bonus of 5¢ for 1908 @ ex 1/8 = \$26.024	51 1/2
National Bank of China, Limited	99,925	\$7	\$5	\$6,000	\$150,000	\$10,223	\$2 (London 2/6) for 1908	51 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	\$1,500,000	None	\$14 for 1907	78 1/2
North China Insurance Company, Limited	10,000	\$14	\$5	\$14,150,000	\$14,150,000	Tls. 160,522	Final of 7/5 making 15¢ for 1907	58 1/2
Union Insurance Society of Canton, Limited	15,400	\$150	\$100	\$1,500,000	\$1,500,000	\$1,506,021	Final of \$15 making \$45 for 1906 and interim of \$30 for 1907	58 1/2
Yangtze Insurance Association, Limited	15,000	\$100	\$50	\$1,000,000	\$1,000,000	\$5,917,768	\$12 and bonus \$3 for 1906	71 1/2
PIPE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000	\$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	80 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$1,000,000	\$428,027	\$37 for 1906	78 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$24,638	\$1,035	\$1 for 1906	78 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$10,000	\$10,000	Nil	\$24 for year ending 30.4.1908	54 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000	\$10,000	\$20,279	Final of \$15 making \$32 for 1908	81 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$10,000	\$10,000	\$13,755	\$1 for 1907 on Preference shares only @ ex 1/12/15 = \$3.154	51 1/2
Do. (Deferred)	60,000	\$5	\$5	\$10,000	\$10,000			51 1/2
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 75,000	Tls. 14,510	Final of Tls. 14 making Tls. 31 for 1908	71 1/2
Do.	200,000	Tls. 50	Tls. 50	\$100,000	\$100,000	\$64,617	Second interim of 1/5 for a/c 1908	6 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$100,000	\$100,000	\$98	[\$1.00] for year ending 30.4.1908	54 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$100,000		[\$0.50] for year ending 30.4.1908	51 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 42,479	Tls. 42,479	Tls. 6,869	Final of Tls. 21 making Tls. 5 for 1907	71 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	Tls. 75,000	Tls. 75,000	Dr. \$279,871	88 for year ending 31.12.06	51 1/2
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	\$25,558	\$25,558	Dr. \$135,252	53 for 1897	51 1/2
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$25,000	\$25,000	Tls. 9,373	Tls. 31 for year ending 31.8.05	51 1/2
MINING.								
Chinese Engineering and Milling Company, Ltd.	1,000,000	\$1	\$1	\$175,000	\$175,000	Dr. £11,556	Final of 1/6 (coupon No. 11) for year ending 29.2.08	71 1/2
Ricab Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$12,289	\$12,289	Dr. £2,191	No. 12 of 1/5 = 48 cents	51 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$53,801	\$53,801	\$8,726	\$1.75 for year ending 31.12.06	51 1/2
Hongkong & Kowloon Wharves and Godown Co., Ltd.	60,000	\$50	\$50	\$150,000	\$150,000	\$8,556	Final of \$15 making \$51 for 1907	51 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$100,000	\$100,000	\$38,079,78	Final of \$4 making \$8 for 1908	9 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 1,000,000	Tls. 83,743	Interim of Tls. 24 for 6 months ending 31st October, 1908	51 1/2
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 67,357	Tls. 75,000	Tls. 22,626	Interim of Tls. 4 for account 1908	51 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 25,000	Dr. £6,553	Tls. 6 for 1907	51 1/2
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$10,000	\$10,000	Dr. £4,200	\$2 for year ending 30.6.07	51 1/2
Central Stores, Limited	50,138	\$25	\$25	\$10,000	\$10,000	Dr. £1,78	\$2 for 1906	51 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$16,971	\$16,971	\$295	Final of \$3 making \$6 for 1908	7 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$150,000	\$150,000	\$26,475	Final of \$3 1/2 making \$7 for 1908	7 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$20	\$20	\$12,472	\$12,472	\$5,486	6 1/2 cents for 1908	7 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	\$278	\$1.50 for 1908	5 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045	Tls. 3,100,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 1/2
West Point Building Company, Limited	12,500	\$50	\$50	none	none	\$1,968	Final of \$2 making \$4 for 1908	9 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 150,000	Tls. 8,580	Tls. 5 for year ended 31.10.1908	48 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 15,939	Tls. 20,000	\$9,553	50 cents for year ending 31.7.08	51 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	none	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8%)	51 1/2
Lacu-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100	none	Tls. 4,729	Tls. 4 for 1908	51 1/2
Soy Chas Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 28,357	Tls. 50,000	Tls. 5,000	Tls. 50 for 1908	51 1/2
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	15/6	15/6	\$1,500	\$1,500	\$648	1/10 per share or 1907 = \$1.037	10 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	Nil	Nil		\$1.20 for 1907	10 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	161,138		48 cents	10 1/2
Do. Do. special shares	50,000	\$11	\$11	none	\$3,407		9.2 buyers	10 1/2
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$10,000	\$10,000	\$4,848	80 cents for 1908	51 1/2
Dairy Farm Company, Limited	40,000	\$7	\$6	\$10,000	\$10,000	\$4,848	\$1.30 for year ending 31.7.08	51 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	\$12,000	\$5,078	Interim of 40 cents for account 1908	51 1/2
M. Price & Company, Limited	13,000	\$10	\$10	\$5,000	\$5,000	\$251	75 cents for 9 months ending 31.12.07	51 1/2
Hall & Holt, Limited	21,000	\$20	\$20	\$18,000	\$18,000	\$8,957	\$2 for year ending 28.2.08	51 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	none	\$9,321	\$1 and bonus 20 cents for year ending 29.2.08	51 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$15,000	\$15,000	\$7,616	Final of \$15 per share making \$19 for 1908	51 1/2
Hongkong Ropeway Manufacturing Company, Ltd.	60,000	\$20	\$20	\$20,000	\$20,000	\$8,957	Final of \$1 per share making \$1 for 1908	51 1/2
Mastischappel of Mijn, Bouw en Landbouw	25,000	Gs. 100	Gs. 100	Tls. 27,500	Tls. 27,500	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 50 to date	61 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000	\$5,000	\$7		